

Introduction

This second edition marks a continuing effort in data collection for key community indicators contained in the Comprehensive Plan. This Report is designed to evaluate and monitor changes in the community, and assess whether the assumptions in the Comprehensive Plan are valid and its goals are being achieved.

The Comprehensive Plan is based upon an understanding of current conditions as well as assumptions about the future. The fact that change is inevitable underscores the importance of developing a comprehensive plan monitoring approach that will allow the Comprehensive Plan to remain relevant in an environment of community change.

What are Community Indicators?

Community indicators are bits of information that, when combined, generate a picture of what is happening in a local system. They provide insight into the overall direction of a community: whether it is *improving*, *declining*, or staying the *same*, or is some mix of all three.

A combination of indicators can therefore provide a measuring system to provide information about past trends, current realities, and future direction in order to aid decision making. In this sense, community indicators can also be thought of as grades on a report card that rates community well-being.

Indicators themselves do not provide a model of how a community works or how to determine planning choices; rather, they provide information that can be used by decision makers and others when faced with decisions about the community.

As stated in the Plan, no conclusion can be made or trends determined on one year of information. For some indicators, there continues to be limited information currently available to monitor progress. The Planning Department strives to provide the best data available for the indicators to track the Comprehensive Plan policies adopted in 2002. On an annual basis, the Planning Department will revise and, if necessary, correct and adjust data when new and better sources or updates become available. It is hoped that these indicators can be supplemented with additional information and evaluation.

Using this Report

The Benchmark Indicators Report includes seventeen broad benchmark areas, identified in the Comprehensive Plan, and presents data on twenty-nine indicators. Each Benchmark is identified as a banner-heading, numbered 1 through 17, followed by either one or more indicators that measure the progress in those areas. The selected indicators provide a broader view of the influences that may affect or be impacted in the benchmark area. Under each indicator the following information is provided:

- **Importance of Indicator**
- **Definition/ About this Indicator**
- **Trends/ Observations**

Benchmarks Included in this Report

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- Indicator: Lancaster County, Residential Building Permits Issued 11

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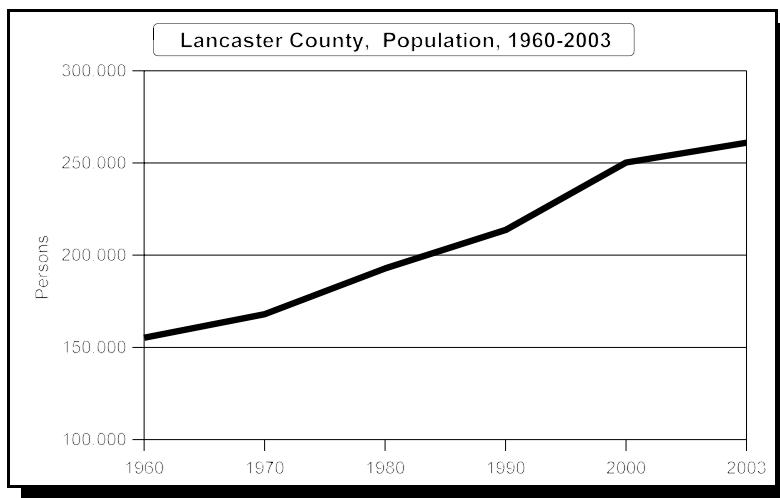
❖ = New Data

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❖ = <i>New Data</i>	

Indicator: Lancaster County, Population, 1960-2003

Importance of Indicator:

- Assumptions on the rate of population growth are relied upon for numerous land use and development projections to formulate the Comprehensive Plan
- The population growth rate of **1.5 percent** is projected as an average over the 25-year planning horizon of the Plan ears)



Definition/ About this Indicator:

- This indicator reflects US Census population and estimates for Lancaster County
- The population census is taken once each decade on April 1st of years ending in "00"
- Estimates are based on July 1 of each year

Trends/ Observations:

- In **1960** the County population was **155,272** - - increasing to **167,972** in **1970**
- The population for Lancaster County grew from **192,884** persons in **1980** to **213,641** persons in **1990**, an annualize growth rate of **1.03 percent**
- Between **1990** and **2000**, the County's population gained nearly **37,000** new residents - from **213,641** to **250,291** persons
- This annualized growth rate of **1.6 percent** during the 1990's was the fastest pace of expansion since World War II

Since 2000

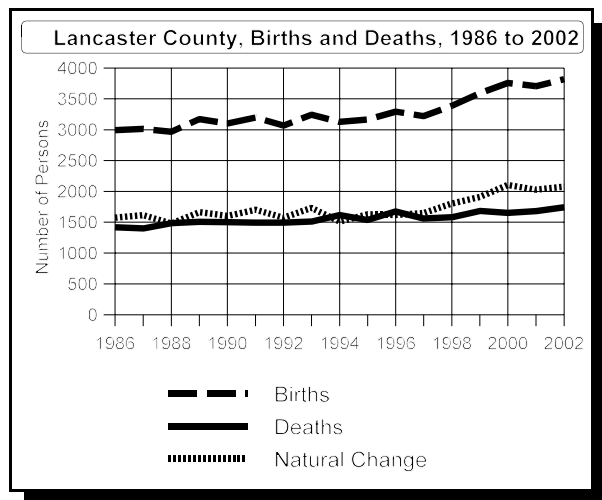
- The annualized growth rate of Lancaster County was **1.28 percent** between **July 1, 2000** and **July 1, 2003**
- The population of Lancaster County in **2003** was **260,995** persons

Source: U.S. Bureau of the Census

Indicator: Lancaster County, Resident Birth and Death Statistics, 1984-2002

Importance of Indicator:

- Numbers of live births and deaths in Lancaster County may indicate what population factors are generating change to the overall population



Definition/ About this Indicator:

- These figures represent total live births and deaths for Lancaster County residents
- Natural Change** is the number of births minus deaths

Trends/ Observations:

Births

- A total of **2,993** births were recorded for Lancaster County in **1986**
- There has been a gradual increase in births since 1986, increasing to **3,821** in **2002**

Deaths

- A total of **1,418** deaths were recorded for Lancaster County in **1986**.
- There has been a slight increase in deaths since 1986, increasing to **1,742** in **2002**

Natural Change

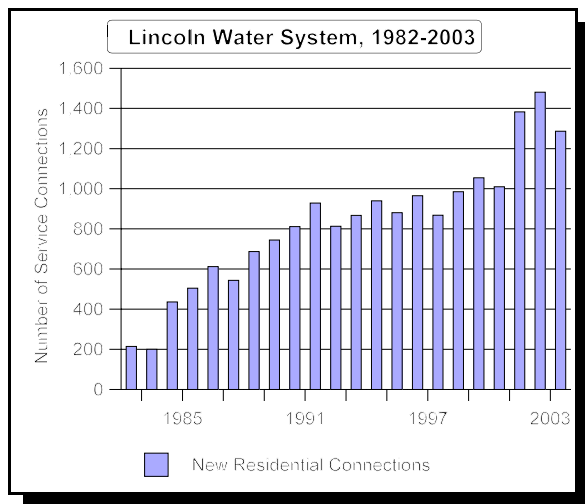
- The natural change reflects more births than deaths for the period shown, amounting to **2,079** new residents in **2002**

Source: Lincoln-Lancaster County Health Department

Indicator: Lincoln Water System, Service Connections, 1982-2003

Importance of Indicator:

- These figures may reflect the level of activity in the housing industry
- The growth rate for utility service connections may be utilized to examine annual fluctuations in the local economy



Definitions/ About this Indicator:

- Lincoln Water System service area includes development within City of Lincoln corporate limits
- Reporting period reflects Fiscal Year (FY) of September to August each year
- Multiple-family dwellings (apartments) are “master-metered” where only **one** service connection is provided to the development
- Actual number of total dwelling units provided new service by the Lincoln Water System is **higher** than reported figures

Trends/ Observations:

- In FY 1982 a total of **214** new residential service connections were reported and **49,035** residential connections were part of the Lincoln Water System, this figure reflects the national recession occurring during this time
- Since 1982 new water service connections generally increased, with some fluctuations with preceding years
- In FY 1990 a total of **811** new residential connections were made to the system and **53,574** residential connections existed

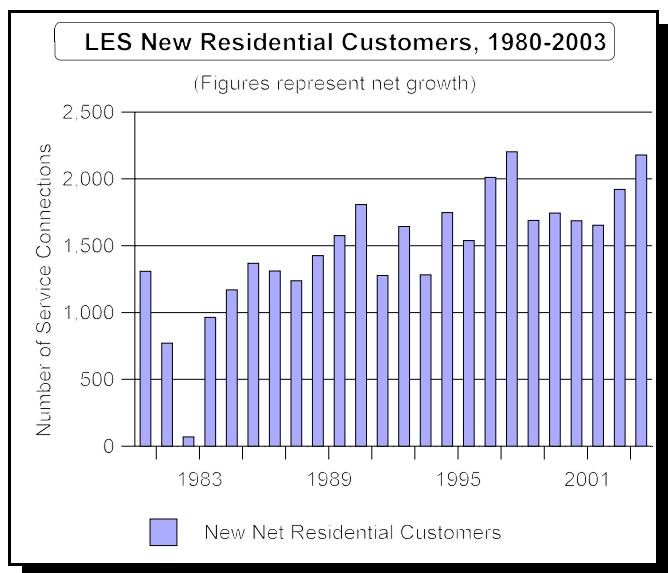
Since 2000

- In FY 2000 a total of **1,010** new residential connections were made to the system, and a total of **62,887** residential connections existed
- Between FY 1990 and FY 2000, the average annualized growth rate for water service connections was **1.62 percent**
- FY 2002 exhibited the highest annual total for new residential connections, amounting to **1,481** connections, and was a result of an increase in the number of single-family units constructed during this period
- In FY 2003 a total of **1,287** new residential connections were made to system, and a total of **67,038** residential connections were served by the Lincoln Water System
- Between FY 2000 and FY 2003, the average annualized growth rate for new water service connections was **2.12 percent**

Source: City of Lincoln, Lincoln Water System

Importance of Indicator:

- These figures may reflect the level of activity in the housing industry
- The growth rate for utility service connections may be utilized to examine annual fluctuations in the local economy



Definitions/ About this Indicator:

- LES serves portions of Lancaster County (well outside the City of Lincoln's corporate limits)
- Figures represent all types of dwelling units
- Figures reflect net growth in residential customers

Trends/ Observations:

- In **1980**, a total of **1,309** new residential service connections were reported and **68,926** service connections existed
- New residential service connections decreased to **sixty-nine** in **1982**
- Since 1983 new LES residential service connections generally increased, with some fluctuations between preceding years
- In **1990**, a total of **1,807** service connections were reported and **80,624** service connections existed
- Between **1980 and 1990**, the average annualized growth rate for electrical service connections was **1.58 percent**
- In **1997** connections peaked with **2,203** new residential connections reported
- In **2000**, a total of **1,687** service connections were reported and **97,449** service connections existed
- Between **1990 and 2000**, the average annualized growth rate for electrical service connections was **1.91 percent**

Since 2000

- Between **2000 and 2003** the annualized growth rate of net customers was **1.93 percent**
- In **2003** a total of **2,179** new residential service connections were added to the Lincoln Electric System

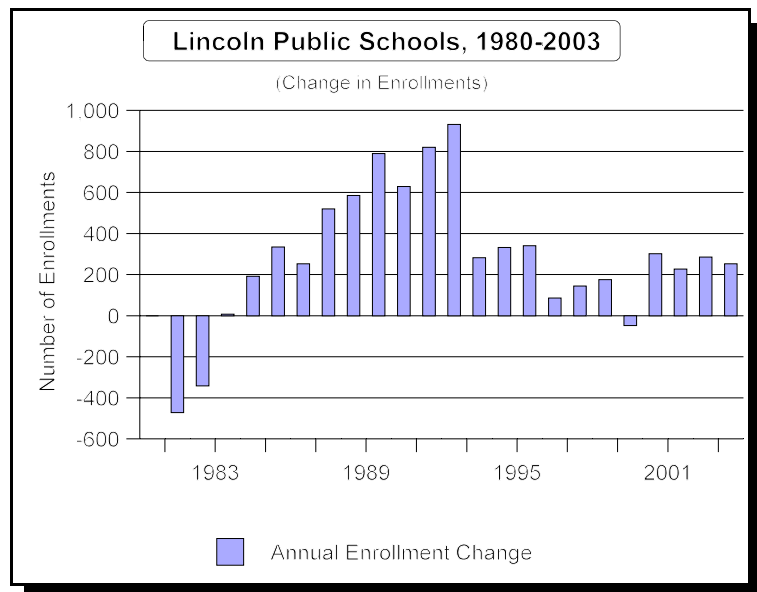
Source: Lincoln Electric System

Indicator: Lincoln Public Schools, Student Enrollment, 1980-2003

Importance of Indicator:

- Lincoln Public School district enrollments may exhibit trends reflective of the general level of growth in the community

Definitions/ About this Indicator:

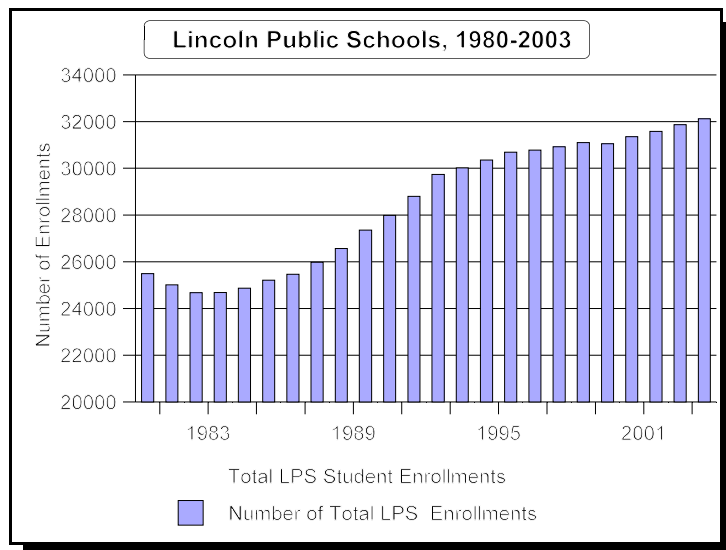


- Enrollment census is taken in the fall of each year
- Enrollment census includes Pre-Kindergarten to 12th Grade students
- Figures **DO NOT** include enrollments in *private or parochial schools*, this information will be included in future reports
- Students may live outside City of Lincoln corporate limits
- Trends are not reflective of pre-1980 enrollment figures

Trends/ Observations:

- Total enrollments in 1981 decreased by 472 students from 1980

- In **1980** a total of **25,489** students were enrolled with **LPS**
- LPS enrollments decreased between 1980 and 1983, reaching 24,675 in 1982
- Since 1987 there was a general increase in student enrollments
- In **1990**, total student enrollment was **27,986**, with **629 new** students entering the district from the prior year
- The largest year-to-year increase in enrollments occurred in 1992, with 932 new students entering the district



Since 2000

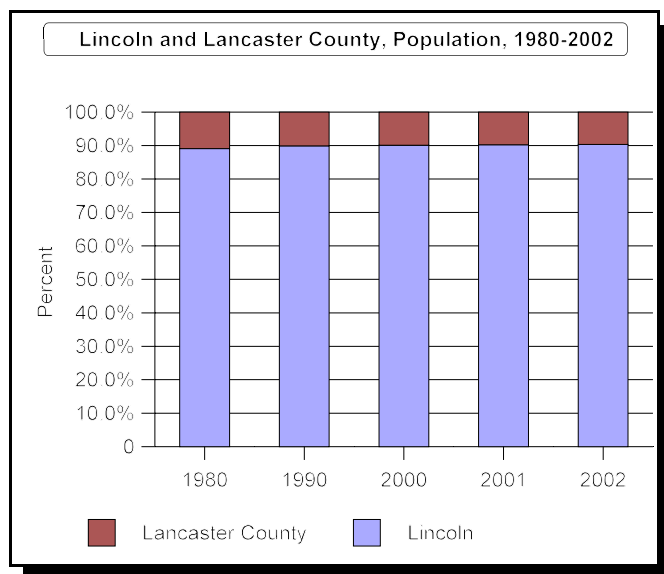
- Total student enrollment reached **32,120** in **2003**, reflecting 253 more students than the previous year
- Between **2000 and 2003**, there were **1,068** additional students enrolled in the LPS district
- Between **2000 and 2003**, the annualized growth rate for net student enrollment was **0.81 percent**

Source: Lincoln Public Schools

Indicator: Ratio of Lincoln to Lancaster County Population, 1980-2002

Importance of Indicator:

- Since 1980 the City of Lincoln's population has amounted to about 90 percent of the County's population
- Lincoln's population growth is assumed to accommodate **90 percent** of the County population over the planning time horizon (i.e., 25 years)



Definitions/ About this Indicator:

- US Census data for Lincoln and Lancaster County is used to determine population ratios
- US Census population estimates are provided July 1 of each non-decennial year
- Population includes persons in all incorporated and unincorporated communities in Lancaster County

Trends/ Observations:

- Since **1980** Lincoln has approximated **90 percent** of the County's population

Since 2000

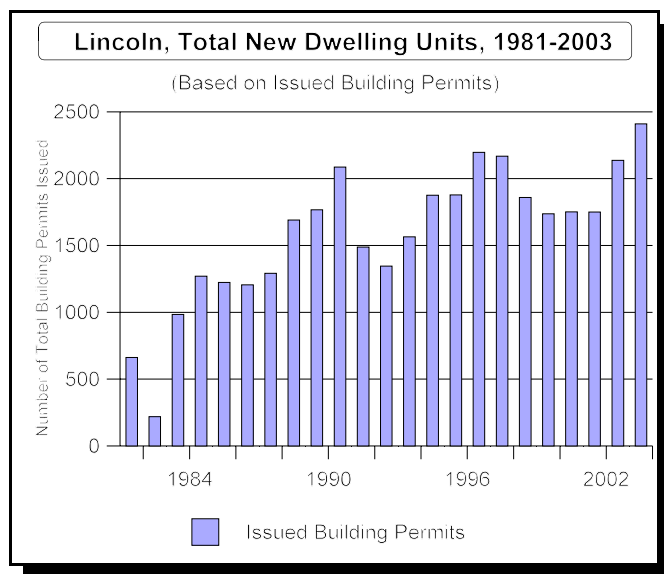
- In **2000**, Lincoln's population was **90.1 percent** of the County population
- For **2002**, Lincoln's population remained at **90.3 percent** of the total Lancaster County population

Source: U.S. Bureau of the Census

Indicator: Lincoln, Residential Building Permits Issued, 1981-2003

Importance of Indicator:

- The number of issued building permits for new residential dwellings units in Lincoln reflect the level of activity in the housing industry
- The provision of new housing to accommodate the projected population growth over the 25-year planning period is a fundamental component formulating residential land inventories in the Comprehensive Plan

**Definitions/ About this Indicator:**

- Dwellings include detached, attached or townhouse, duplex and apartment residential units
- Figures represent the number of dwelling units permitted **within** the City of Lincoln's corporate limits
- Issued building permits allow up to two-years period for construction to be completed

Trends/ Observations:

- In 1981 a total of 662 building permits were issued
- In 1982 only 219 building permits were issued in Lincoln, the lowest number of permits during this period
- In **1990**, a total of **2,087** building permits were issued for the construction of new residential dwelling units
- The number of building permits issued annually often fluctuates
- Between **1990 and 2000**, **18,203** building permits were issued for new residential units, the **annualized average** number of units for this period was approximately **1,820** building permits per year

Since 2000

- In **2003**, a total of **2,410** residential units were permitted for construction in Lincoln
- Between **2000 and 2003**, about **8,050** building permits were issued for the construction of new residential dwelling units

Source: City of Lincoln, Building and Safety Department

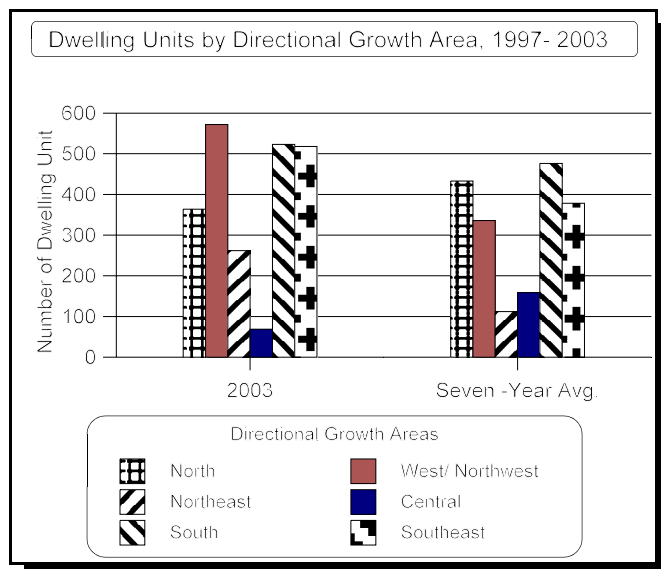
Indicator: Lancaster County, Residential Building
Permits Issued

**Information related to this
indicator will be published
in future reports.**

Indicator: Lincoln, Number of Dwelling Units by Directional Growth Area, 1997-2003

Importance of Indicator:

- The Comprehensive Plan encourages new development in different directional growth areas
- New housing growth in multiple directions and drainage basins over the planning period is a fundamental land use component used in formulating the Comprehensive Plan



Definition/ About this Indicator:

- Figures represent approved building permits for all new dwelling units
- Dwellings units include detached, attached or townhouse, duplex and apartments
- The “**Directional Growth Areas**” are generally based upon drainage basins
- Seven-year average reflects 1997 to 2003

Trends/ Observations:

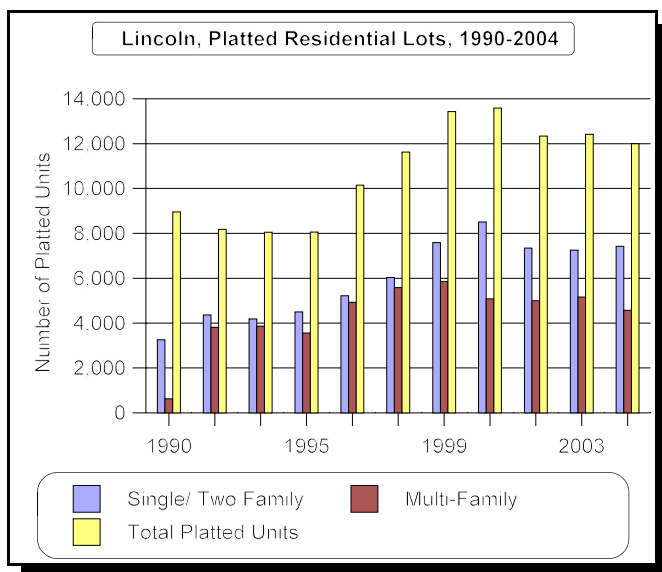
- The three growth areas that exhibited the highest residential growth in 2003 were the West/Northwest, South and Southeast parts of Lincoln
- These three growth areas accounted for almost **70 percent** of all new residential units in 2003
- The **West/Northwest** growth area had the highest number for new residences with **572** new residences in **2003** - - much higher than the seven-year average
- The **Central** and **Northeast** growth areas were below the seven-year average for new residential units for **2003**
- The **South** and **Southeast** growth areas continued to exhibit similar residential patterns with the seven-year average trend for **2003**
- The **South** growth area had been the “**Top Area**” for new residences for the last three years
- Since **1997**, the **North**, **South** and **Southeast** growth areas continue to be the “**Top Three**” areas for new residential development in Lincoln

Source: City of Lincoln, Planning Department

Indicator: Lincoln, Residential Land Inventory, 1990-2004

Importance of Indicator:

- The amount of land planned for residential purposes in Lincoln may reflect the general level of development activity in the community
- Land designated for future development in Lincoln is needed to accommodate projected residential growth and is a fundamental land use component used in the formulating the Comprehensive Plan

**Definitions/ About this Indicator:**

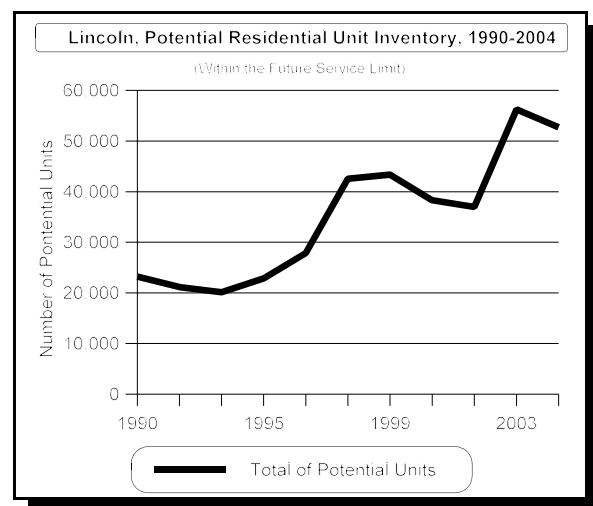
- Latest figures are **March 2004**
- **Platted Residential lots** are single, two-family and multiple family units final platted, preliminary platted or submitted "in-process" for review
- **Total Potential Units** include the number of units "in-process" and **potential lots** on undeveloped land designated for residential uses within the **Future Service Limit (2025)**
- The **Future Service Limit** is periodically changed as new areas are added for urban services in the Comprehensive Plan
- Prior to 1997, the no. of dwelling units in unapproved submitted plats were not included in the lot inventory

Trends/ Observations:

- In **1990**, there were **3,256** single/ two-family units and **623** multi-family units in final, preliminary and submitted plats, as well as an additional **14,280** potential lots on undeveloped land in the Future Service Limit
- The number of "**Potential Units**" within Lincoln's Future Service Limit fluctuates over time and reflecting new growth areas added for future urban services

Since 2000

- In **2000**, there was a total of **38,293** potential units to accommodate Lincoln's future residential needs -- comprising: **8,504** single and two-family units; **5,083** multi-family units in final, preliminary and submitted plats; and, an additional **24,706** potential lots on undeveloped land in the Future Service Limit



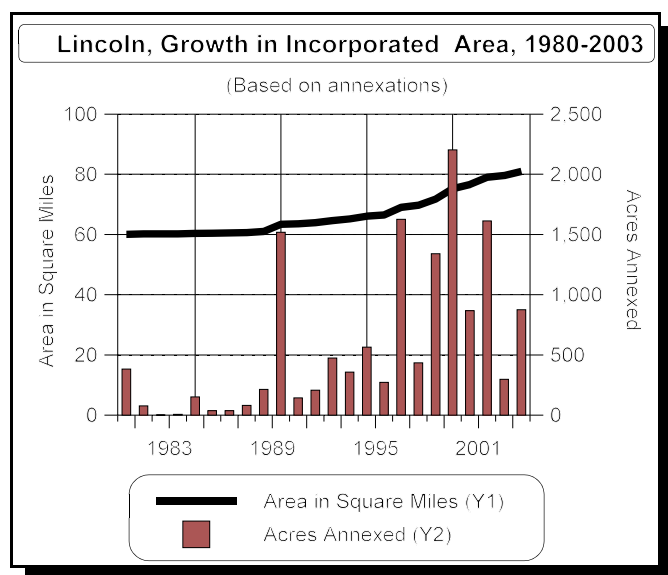
- In **2004**, there were **7,427** single and two-family units and **4,569** multi-family units in final, preliminary and submitted plats, as well as **40,724** potential lots on undeveloped land in the Future Service Limit
- In **2004**, the grand inventory of potential dwellings units in the City's Future Service Limit was **52,720**

Source: City of Lincoln, Planning Department

Indicator: City of Lincoln, Incorporated Area, 1980-2003

Importance of Indicator:

- The amount of annexed acres to Lincoln may reflect the general level of development activity in the community
- Additional land area is needed to accommodate new development



Definitions/ About this Indicator:

- Based upon annexed property by the City of Lincoln

Trends/ Observations:

- In **1980**, the City of Lincoln annexed **382** acres and consisted of **60** square miles
- During **1990**, the City annexed **143** acres and consisted of **63** square miles
- Between **1980 and 2002**, the peak in amount of property annexed by Lincoln occurred in **1999** with approximately **2,203** acres, increasing the size of the City to **75** square miles

- During the 1990's the City began to annex many adjacent acreage residential subdivisions. In addition, several large "developed" tracts such as Mahoney Park and Lincoln Memorial Cemetery were annexed
- The amount of property annexed by the City of Lincoln may fluctuate greatly each year
- In 1989 the City of Lincoln annexed the Highlands subdivision
- Annexation activity does not reflect the population growth of the City in any one year

Since 2000

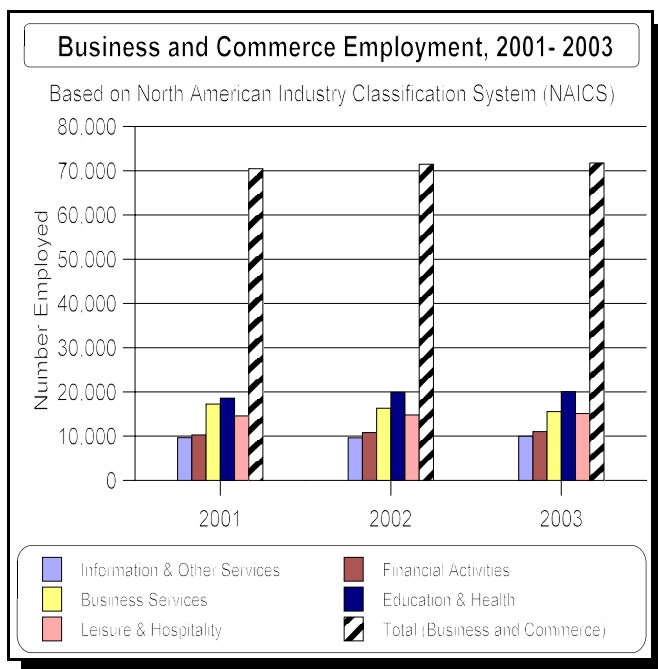
- Between **2000 and 2003**, the City has annexed **3,653** acres into the corporate limits of Lincoln
- In **2003** the City annexed **874** acres of land and Lincoln consisted of **81** square miles of incorporated area

Source: City of Lincoln, Planning Department

Indicator: Lincoln MSA, Business and Commerce Employment 2001-2003

Importance of Indicator:

- Employment levels for “**Business and Commerce**” related industries may reflect the status of economic activity within the community
- Annual employment growth rate of **2.0 percent** is assumed in the Comprehensive Plan to project commercial land needs for the 25-year planning period
- Historical trends are used to develop assumptions in formulating the Comprehensive Plan



Definitions/ About this Indicator:

- **Lincoln MSA** (Metropolitan Statistical Area) is defined as Lancaster County
- “**Business and Commerce**” employment is used to evaluate commercial land inventory needs
- Figures reflect average annual employment by industry
- These categories are selected from employment data based upon the **North American Industry Classification System (NAICS)**

We cannot compare pre-2000 data with the 2001 or beyond because of a new industry employment category implemented in 2000

Trends/ Observations:

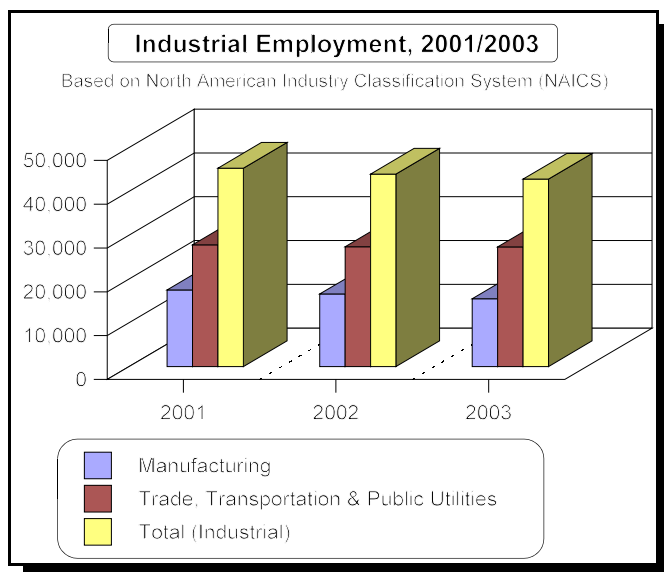
- In **2001**, total annual employment in “Business and Commerce” averaged **70,442** jobs
- In **2003**, total annual employment in “Business and Commerce” averaged **71,766** jobs
- Between **2001 and 2003**, the average annualized growth rate for employment in the “Business and Commerce” sector was **0.94 percent**

Source: Nebraska Workforce Development, Department of Labor

Indicator: Lincoln MSA, Industrial Employment, 2001-2003

Importance of Indicator:

- Employment levels for “**Industrial**” sectors may reflect the status of economic activity within the community
- Annual employment growth rate of **2.5 percent** is assumed in the Comprehensive Plan to project industrial land needs for the 25-year planning period
- Historical trends are used to develop assumptions in formulating the Comprehensive Plan



Definitions/ About this Indicator:

- **Lincoln MSA** (Metropolitan Statistical Area) is defined as Lancaster County
- “**Industrial**” employment is used to evaluate industrial land inventory needs
- Figures reflect average annual employment by industry
- These categories are selected from employment data based upon the **North American Industry Classification System (NAICS)**

We cannot compare pre-2000 data with the 2001 or beyond because of a new industry employment category implemented in 2000

Trends/ Observations:

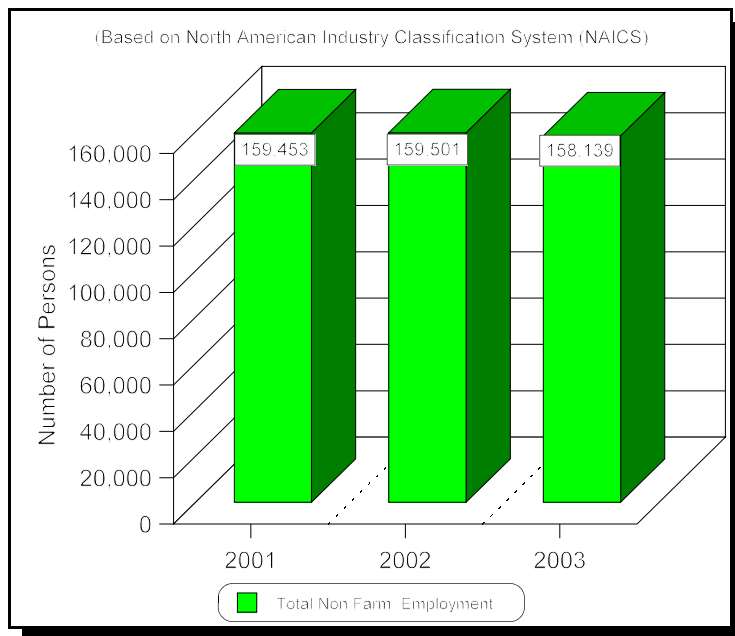
- In **2001**, total annual “Industrial” employment averaged **42,394** jobs
- In **2002**, total annual “Industrial” employment exhibited the high for this 3-year period and averaged **43,949** jobs, approximately **1,151** more than **2003**
- In **2003**, total annual “Industrial” employment averaged **42,798** jobs
- Between **2001 and 2003**, the average annualized growth rate for employment in the “Industrial” sector was **-0.41 percent**

Source: Nebraska Workforce Development, Department of Labor

Indicator: Lincoln MSA, Total Non Farm Employment, 2001-2003

Importance of Indicator:

- Employment conditions during the 25-year planning period may reflect the status of economic activity in the community



Definitions/ About this Indicator:

- **Lincoln MSA** (Metropolitan Statistical Area) is defined as Lancaster County
- Figures reflect average annual employment by industry
- The **U.S. Bureau of Labor** changed the industry classification system in 2000
- Employment data based upon the **North American Industry Classification System (NAICS)**

We cannot compare pre-2000 data with the 2001 or beyond because of a new industry employment category implemented in 2000

Trends/ Observations:

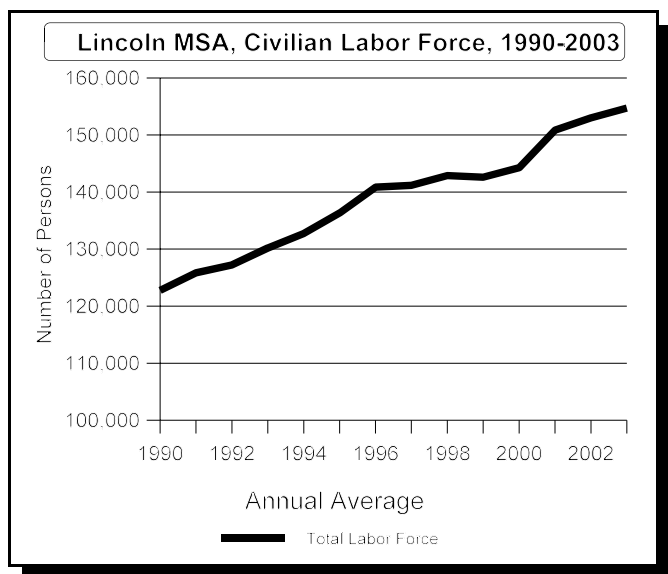
- Between **2001 and 2003**, total employment hovered around **159,453 to 158,139** jobs
- The **NAICS** classification system is not directly comparable with data collected in the previous systems
- The following industry sectors are in the **NAICS** employment classification system:
 - Information
 - Financial Activities
 - Professional & Business Services
 - Educational & Health Services
 - Leisure & Hospitality
 - Other Services
 - Trade, Transportation & Public Utilities
 - Manufacturing
 - Natural Resource & Construction
 - Government

Source: Nebraska Workforce Development, Department of Labor

Indicator: Lincoln MSA, Civilian Labor Force, 1990-2003

Importance of Indicator:

- Labor Force conditions during the planning period may reflect the general level of economic activity in the community



Definitions/ About this Indicator:

- **Lincoln MSA** (Metropolitan Statistical Area) is defined as Lancaster County
- **Civilian Labor Force** is defined as persons 16 years of age and older, who are **not** inmates of institutions and who are **not** on active duty in the Armed Forces
- **Civilian Labor Force** equals the number of persons employed and unemployed
- These figures exhibit lower overall numbers than total employment data, as the **Civilian Labor Force** statistics count individuals only **once**, regardless of how many jobs they work

- Figures reflect the **annual average** for the Civilian Labor Force

Trends/ Observations:

- In **1990**, the Civilian Labor Force averaged **122,776** persons for the year in the Lincoln MSA
- Between **1990 and 2000**, the average annualized growth rate in the number of persons who were part of the "Civilian Labor Force" jobs was **1.63 percent**

Since 2000

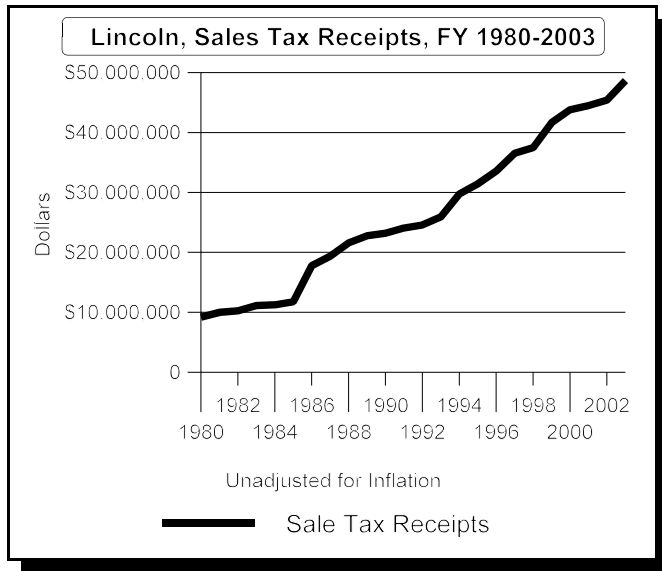
- In **2000**, the Civilian Labor Force averaged **144,258** persons for the year in the Lincoln MSA
- In **2003**, the Civilian Labor Force exhibited continued growth, averaging **154,725** persons during the year
- Between **2000 and 2003**, the average annualized growth rate in the number of persons in the "Civilian Labor Force" for the **Lincoln MSA** was **2.36 percent**

Source: Nebraska Workforce Development, Department of Labor

Indicator: Lincoln, Net Sales Tax Revenues, 1980-2003

Importance of Indicator:

- Sales tax revenues are a good indicator of a community's economic well being
- Sales tax revenues reflect the amount of revenue that a municipality is able to generate on an annual basis, and the levels of service that can be provided to the community



Definitions/ About this Indicator:

- Figures represent the City's Fiscal Year (FY) from September to August
- Figures reflect sales tax revenues generated within the City of Lincoln
- **These figures are not adjusted for inflation**

Trends/ Observations:

- In FY 1980 a total of **\$9.22 million** in sales tax receipts were collected by the City of Lincoln
- Since FY 1986 sales tax receipts collected by the City of Lincoln has steadily increased
- In FY 1990 a total of **\$23.18 million** in sales tax receipts were collected by the City of Lincoln
- **Since 2000**
 - In FY 2000, a total of **\$43.80 million** in sales tax receipts were collected by the City of Lincoln
 - In FY 2003, a total of **\$48.65 million** in sales tax revenues were collected by the City of Lincoln
 - Between FY 2000 and FY 2003, the average annualized growth rate (unadjusted for inflation) for sales tax revenues for the City of Lincoln was **11.09 percent**

Source: City of Lincoln, Finance Department

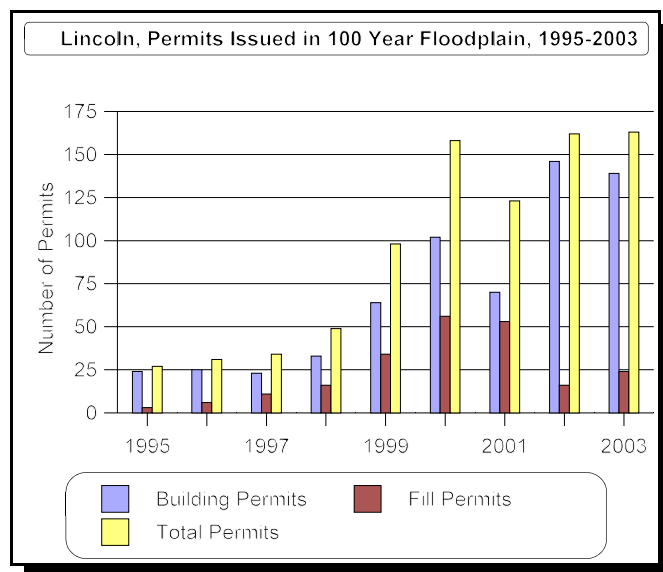
Indicator: Lincoln, Permits Issued in the 100 Year Floodplain, 1995-2003

Importance of Indicator:

- Building and Fill Permits issued for property within the 100 Year Floodplain are regulated by the City of Lincoln and over time may exhibit trends concerning the level of development in these areas
- Riparian, Floodplain and Stream Corridors are one of the three “**Core Resource Imperatives**” identified in the Comprehensive Plan
- Core Resource Imperatives were selected to receive the greatest consideration in the long range planning process
- These areas are instrumental in providing habitat and water infiltration benefits, along with serving as connectors to natural areas

Definitions/ About this Indicator:

- Building Permits issued in the Floodplain may include non-substantial improvements, meaning they do not adversely impact the floodplain



Trends/ Observations:

- In **1995** the number of building and fill permits issued by the City of Lincoln totaled **27** permits
- Since 1995 permit activity in the 100 Year Floodplain has steadily increased
- Building permits for new or existing structures in the floodplain (includes interior improvements to existing buildings) are the most common type of permits issued in the floodplain

Since 2000

- In **2000** the number of building and fill permits issued by the City of Lincoln totaled **158** permits
- In **2003** the number of permits issued for all types in the floodplain amounted to **163**
- Between **2000 and 2003** the number of permits issued each year for all types of improvement has generally remained **constant**

Source: City of Lincoln, Building and Safety Department

Indicator: Air Quality

Importance of Indicator:

- Compliance with federal air quality standards is important for the purposes of maintaining community health standards and eligibility for federal transportation funding
- Air quality directly affects human health, ecosystem health and visibility

Definitions/ About this Indicator:

- The Lincoln-Lancaster County Health Department (LLCHD) monitors the level of three criteria pollutants: carbon monoxide, ozone and PM2.5 (particulate matter less than 2.5 microns in size). National Ambient Air Quality Standards (NAAQS) have been established for these pollutants. Monitoring determines the amount of these pollutants in Lincoln-Lancaster County air compared to the standards.

Trends/ Observations:

- In **2004**, Lincoln and Lancaster County met compliance standards for air quality
- Lincoln and Lancaster County currently meets national health standards and the air quality is relatively good.

Source: Lincoln-Lancaster County Health Department

Indicator: Lancaster County, Status of Agriculture and Farming, 1987-1997

Importance of Indicator:

- About **77 percent** of the County is utilized for growing crops, raising livestock, or producing other agricultural produce. These lands are an integral element in the natural landscape providing habitat as well as being a basic piece of the County's historic signature landscape
- County agriculture and farming trends will be monitored to ensure the principles of the Comprehensive Plan are implemented

Lancaster County	1987	1992	1997
Farms (number)	1,508	1,359	1,457
Land in Farms (acres)	448,286	414,763	421,089
Land in Farms (average size of farm in acres)	297	305	289

Definitions/ About this Indicator:

- The U.S. Census of Agriculture is undertaken every five years
- **Data collected in the 2002 Agriculture Census will be released in Summer 2004 and will be shown in next year's report**

Trends/ Observations:

- The total number of farms in Lancaster County has **declined** from its highest point of **2,361** farms in **1950** to **1,457** in **1997**
- Since 1987 the overall number of farms have fluctuated throughout the period shown, and the trend has generally been toward a decline in the number of farms in Lancaster County

Number of Farms

- The number of farms increased slightly between **1992 and 1997** – rising from **1,359** farms in **1992** to **1,457** in **1997**

Number of Acres

- The total number of acres classified as farm land has steadily **declined** over time, ranging from **448,286** acres in **1987** to **421,089** in **1997**
- The number of acres farmed in **1997** was up from **1992** – gaining about **6,326 acres** (about 10 square miles) in acres farmed from **414,763**

Average Size of Farms

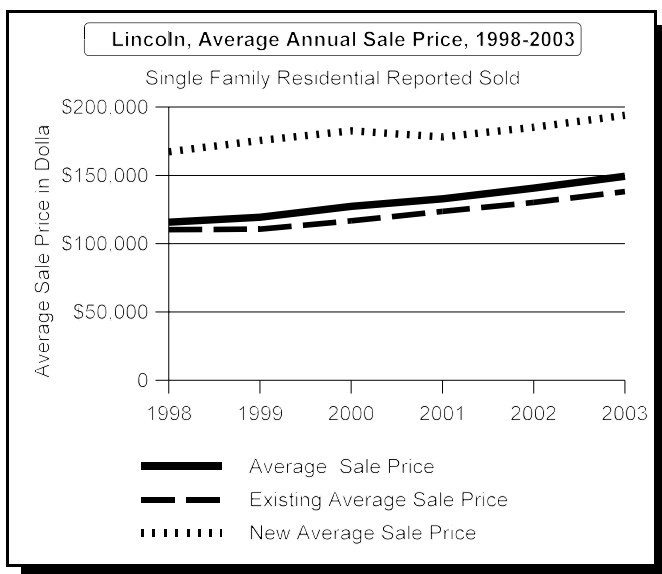
- Between **1987 and 1997**, the average farm size in Lancaster County **fluctuated**, the average farm size peaked during this period in **1992** with **305** farms
- With a difference of only 16 acres, the variability in farm size has been relatively small

Source: U.S. Census of Agriculture

Indicator: Lincoln MLS, Single Family Residential Listings Reported Sold, Average Annual Sale Price, 1998-2003

Importance of Indicator:

- The Comprehensive Plan aims to preserve existing affordable housing and promote the creation of new affordable housing throughout the community
- The trends exhibited by single-family sale prices may reflect the general level of economic activity in the community



Definitions/ About this Indicator:

- The REALTORS® Association of Lincoln reports monthly and annual average sale prices of single-family dwellings reported sold through the **Multiple Listing Service (MLS)**
- The statistical boundary for the MLS data is larger than the City of Lincoln, and does not include mobile homes
- Existing, New and Average Home Sales Prices are reflected in data
- This data only reflects a portion of total home sales in Lincoln each year

Trends/ Observations:

- In **1998** the average sale price reported for **new single-family homes** was **\$167,208**
- In **1998** the average sale price reported for **existing single-family homes** was **\$110,308**

Since 2000

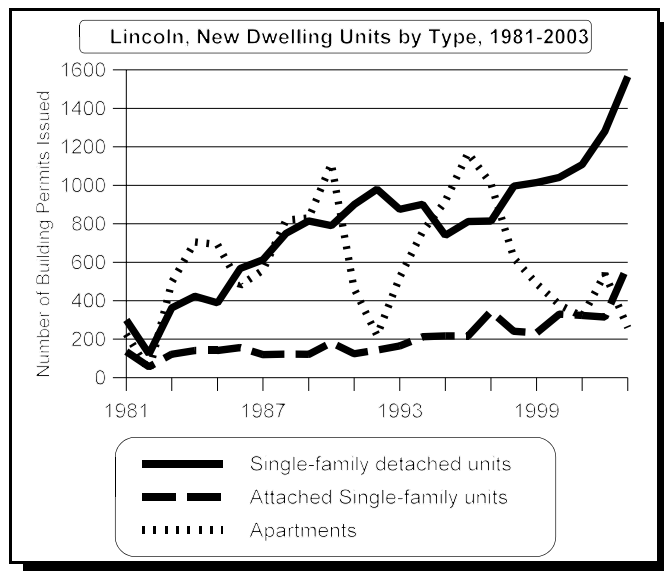
- **Between 2000 and 2003**, the annualized average sale price for new and existing single-family homes increased **5.4 percent** each year
- In **2000**, the average sale price reported for **new and existing single-family homes** in the Lincoln MLS statistical boundary was **\$127,346**
- In **2003**, the average sale price reported for **new and existing single-family homes** in the Lincoln MLS statistical boundary reported by the REALTORS® Association was **\$149,308**

Source: REALTORS® Association of Lincoln, MLS, 2003 Annual Report

Indicator: Lincoln, Issued Building Permits for Dwellings Units, 1981-2003

Importance of Indicator:

- The Comprehensive Plan aims to provide the broadest range of housing options throughout the community
- A mix of housing types improves the quality of life for the whole community by providing greater lifestyle choices, opportunities for home-ownership and creates possibilities for unique and efficient residential developments



Definitions/ About this Indicator:

- Figures represent issued building permits for new dwelling units
- **Attached** units include **townhomes** and **duplex** dwelling units

Trends/ Observations:

- **Single-family detached** dwelling units were the most prevalent building permits issued between 1998 and 2003 for new housing
- Townhomes and duplexes historically comprised the lowest number of new residential buildings permitted since 1981

Since 2000

- The number of new **apartment** units fluctuated between **2000 and 2003**, registering the **lowest** number permitted for construction in **2003** with **260** units
- The number of building permits issued for townhomes and duplexes has exhibited an increase during the period shown, ranging from 57 in 1982 to 585 in 2003
- The **single-family detached home** continues to be the predominant home built in Lincoln each year, with **1,565** permitted for construction during **2003**
- **Townhomes and duplexes** (attached single family) are becoming more popular in Lincoln with **585** permitted for construction during **2003**

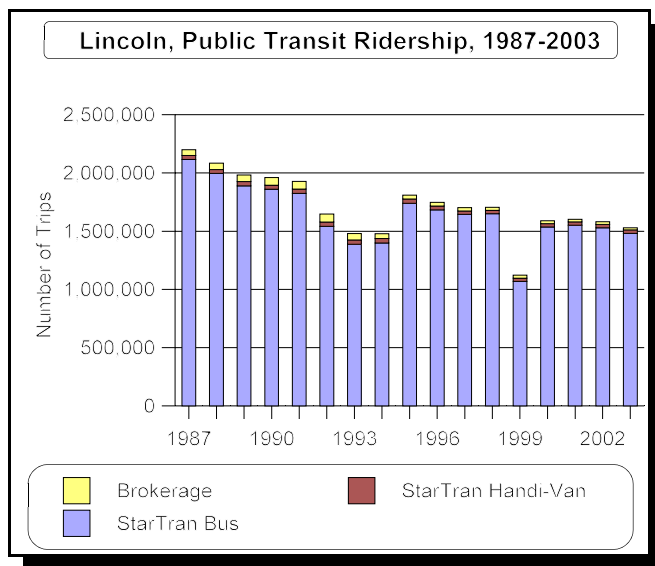
Source: City of Lincoln, Building and Safety Department

Indicator: Lincoln, Public Transit Ridership, 1987-2003

Importance of Indicator:

- The Comprehensive Plan aims to increase the use of public transit ridership by improving and expanding facilities and services
- Public transportation is an essential component of the transportation system and should be integrated with all other transportation modes.
- StarTran - the City operated transit system - provides fixed-route service, paratransit (Handi-Van), and taxi door-to-door demand responsive disability service. These services are necessary for compliance with the Federal Americans with Disabilities Act.
- In addition to providing services for the transit dependent, StarTran also offers services as an alternative to the automobile for the non-transit dependent.

Definitions/ About this Indicator:



- Brokerage program provides eligible disabled persons with taxi door-to-door transit services
- Ridership numbers for StarTran Bus and Handi-Van are collected via automated fairbox collections
- Data for 1980 to 1986 are not available

Trends/ Observations:

- The majority of trips taken on Lincoln's public transit system are the fixed-route StarTran bus trips
- In **1987**, StarTran bus service ridership exhibited the highest number with over **2.11 million trips**
- Brokerage and Handi-Van ridership combined for less than 4.0 percent (82,997 trips) of total trips in 1987
- Generally all types of transit ridership declined for the period, however each service has exhibited periods of increasing usage

Since 2000

- In **2000**, StarTran provided **1.59 million** transit trips for Lincoln residents
- In **2003**, StarTran's total ridership totaled **1.53 million** transit trips, while the Brokerage and Handi-Van service combined for less than 3.1 percent (48,031) of the total

Source: City of Lincoln, Public Works - StarTran

Indicator: Lincoln Area, Miles of Multi-Use Trails, 2004

Importance of Indicator:

- The Comprehensive Plan encourages the continuance of Lincoln's trail networks into existing and developing areas
- Trails can play an important role in the community by providing a healthy alternative to the automobile, reducing traffic congestion, improving air quality, and creating a more balanced transportation system
- The present system serves both commuter bicyclists who use their bicycles daily for work and shopping trips, and tend to travel from point to point, and recreational bicyclists who tend to ride their bicycles on a more occasional basis, seeking attractive and safe routes

Lincoln Urban Area Trails	2003	2004
Urban Area (sq. miles)	141.4	148.2
Off-Street (miles)	97.9	100.5
On-Street Bike Routes (miles)	83.3	83.3
Future (miles)	134.8	146.7

Definitions/ About this Indicator:

- Trail figures were derived from the City of Lincoln's Geographic Information System
- The **Urban Area Boundary** encompasses the land area within the Future Service Limit, and is utilized for transportation modeling purposes
- Includes all types of trails
- Wilderness Park and Salt Creek Levee Trails are included
- Trails are owned and maintained by multiple governmental units

- **On-Street Bike Routes** are shared roadways for automobiles and bicycles without striping or pavement markings

Trends/ Observations:

- The community has continued to increase the network of bicycle and recreational trails and on-street bike routes over the past two decades
- In **1989**, the Lincoln had approximately **23 miles** of multi-use trails
- During the 1990's major construction efforts were undertaken as a result of voter-approved General Obligation Bonds to expand the trail system
- In **2004**, there were almost **101 miles** of **off-street** multi-use trails in Lincoln, and **83 miles** of **on-street bike routes**,
- The Comprehensive Plan identifies an additional **147 miles** of off-street trails for future construction throughout the community

Source: City of Lincoln, Planning & Parks and Recreation Department

Indicator: Status of South and East Beltways & Antelope Valley Project, 2004

Update: Antelope Valley Project

The Major Investment Study and Environmental Impact Statement have been completed and the Record of Decision was received in 2001 for the Antelope Valley Project. Phase-1 projects will include bridge crossing of the BNSF Railroad tracks, connecting arterials, nine bridge crossings over the future "day-lighted" Antelope Creek channel, as well as Community Revitalization projects, commuter and recreational trails. The new Antelope Creek channel is under construction, and N. 16th, N. 17th, Military and "Y" Street road and bridge projects are under construction. The Northeast Community Park is completed and is open for play this year.

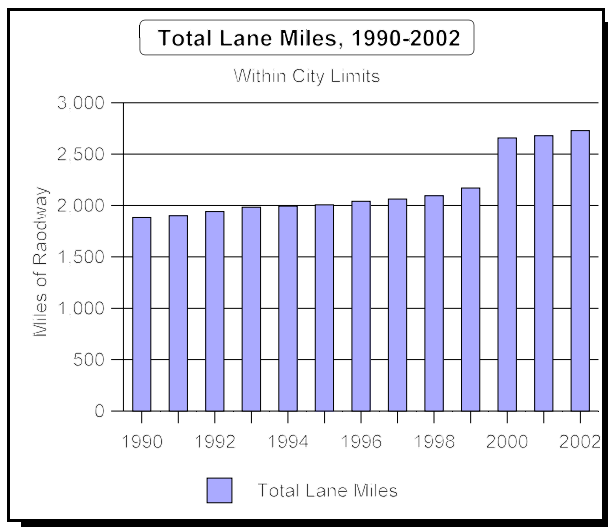
Update: South and East Beltways

The Environmental Impact Statement for the South and East Beltway have been completed and the Record of Decision was received in 2002. Currently, the South Beltway is under design and the Nebraska Department of Roads is the lead agency for the project. Depending on Federal Funding, it is anticipated the South Beltway will move forward with design and right-of-way purchase.

Indicator: Lincoln, Lane Miles of Roadway, 1990-2002

Importance of Indicator:

- The Comprehensive Plan encourages the development of a transportation system that meets the mobility needs of the community and supports the land use projections in the Plan by continuing the street network into newly developing areas and linking all neighborhoods together



Definitions/ About this Indicator:

- Lane Miles** includes all traffic lanes (i.e. one mile of a four lane road is 4 lane miles) of arterial, residential and unpaved streets within the City of Lincoln corporate limits
- Figures include newly constructed paved streets and paved streets that were annexed into the City of Lincoln
- In 2000, Geographic Information System technology, combined with new State of Nebraska reporting guidelines changed the methodology for calculating lane miles**

Trends/ Observations:

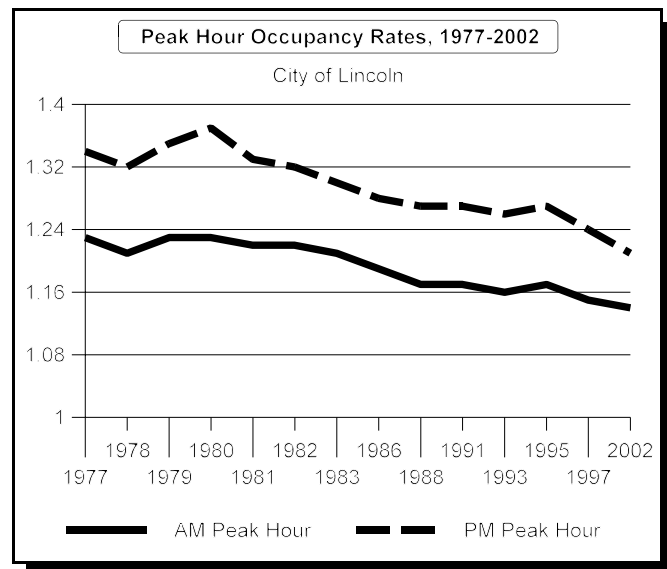
- In **1990**, a total of **1,883 lane miles** existed within the City of Lincoln
- In **1999**, a total of **2,170 lane miles** existed within the City of Lincoln
- In **2000**, the lane mile reporting system changed, resulting in **2,658 lane miles** in Lincoln
- In **2002**, a total of **2,728 lane miles** of roadway existed in Lincoln

Source: City of Lincoln, Public Works, Engineering Services

Indicator: Lincoln, Peak Hour Vehicle Occupancy Rates, 1977-2002

Importance of Indicator:

- The Comprehensive Plan acknowledges cars and trucks will continue to be the primary mode of travel for Lincoln and Lancaster County residents throughout and beyond the planning period of this Plan (i.e., 25 years)
- Roads will continue to form the backbone of the entire region's transportation system, however the Plan encourages efficient use of the system by implementing Transportation Demand Management (TDM) techniques



Definitions/ About this Indicator:

- Average automobile occupancy rates in the a.m. and p.m. hours reflect observations throughout the community
- The **higher** the occupancy rate the **more persons per vehicle** on average
- Occupancy Rate cannot be below "1.0"
- The Automobile Occupancy Study is completed approximately every two-years

Trends/ Observations:

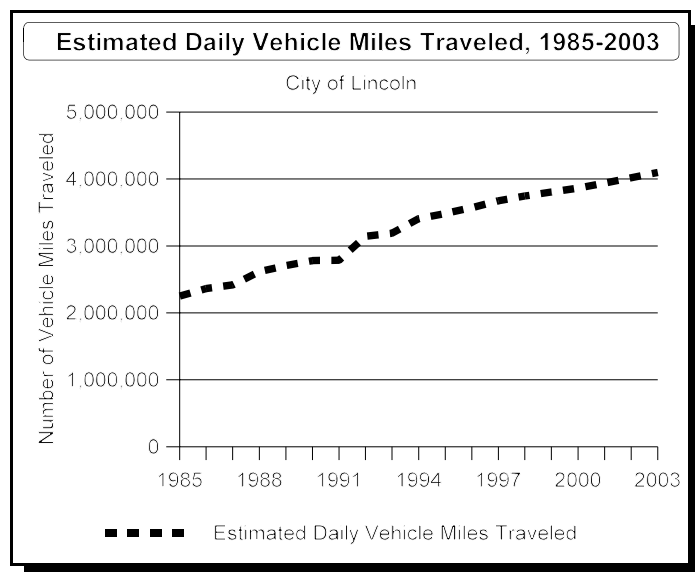
- The graph shows the trend of average occupancies during the a.m. and p.m. peak hours over the last 25 years
- Between **1977 and 2002**, the average automobile occupancy during the **a.m. peak hour** dropped from **1.23** persons per vehicle to **1.14** persons per vehicle
- Between **1977 and 2002**, the average automobile occupancy during the **p.m. peak hour** dropped from **1.34** persons per vehicle to **1.21** persons per vehicle
- The 2002 peak hour occupancy rates were the lowest figures recorded

Source: City of Lincoln, Public Works, 2002 Automobile Occupancy Study

Indicator: Lincoln, Estimated Daily Vehicle Miles Traveled, 1985-2003

Importance of Indicator:

- The Comprehensive Plan encourages a balanced transportation system where people and goods are efficiently moved around the community
- Cars and trucks will continue to be the primary mode of travel for Lincoln and Lancaster County residents throughout and beyond the planning period of this Plan
- Roads will continue to form the backbone of the entire region's transportation system



Definitions/ About this Indicator:

- Figures represent an estimate of the daily vehicle miles traveled during each year
- Based upon Urban Area Boundary

Trends/ Observations:

- In **1985**, an estimate of **2.25 million vehicle miles** were traveled on Lincoln roads each day
- In **1990**, an estimate of **2.78 million vehicles miles** were traveled throughout Lincoln
- Between **1985 and 2003** vehicle miles traveled increased steadily, while the increase observed in 1991 was less than previous years

Since 2000

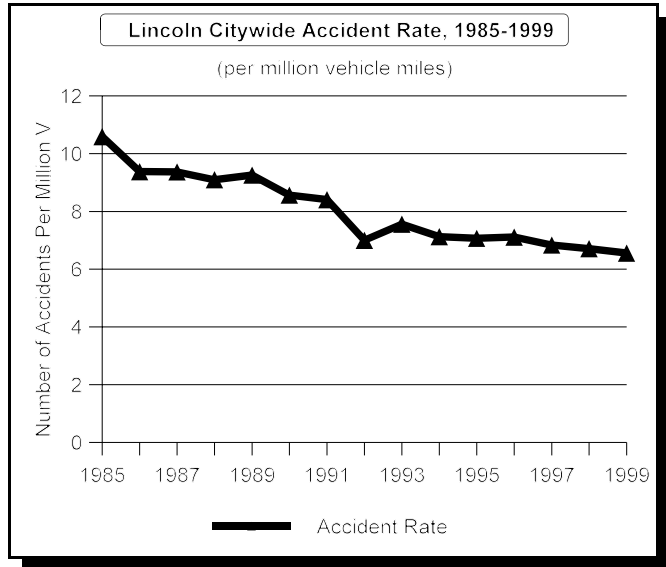
- In **2000**, the estimate reached **3.83 million** daily vehicle miles traveled in Lincoln
- In **2003**, the estimate reached **4.10 million** daily vehicle miles traveled in Lincoln

Source: City of Lincoln, Public Works, Engineering Services

Indicator: Lincoln, Vehicle Accident Rate, 1985-1999

Importance of Indicator:

- Roadway accident rates in Lincoln are a good indicator of roadway safety



Definitions/ About this Indicator:

- **Vehicle accident rate** is derived using number of vehicle miles traveled and vehicle accidents reported in the City of Lincoln

Trends/ Observations:

- As shown in the previous Indicator total vehicle miles has continued to increase in Lincoln, as well as the actual number of vehicle accidents reported
- The graph shows a decreasing City Wide Accident Rate for Lincoln
- In 1985, the rate was 10.59 accidents per million vehicle miles
- In 1990, the accident rate had declined to 8.59 accidents per million vehicles miles traveled
- During the period shown the accident rate reach a low point in 1992 where 7.0 accidents per million vehicles miles were calculated
- After a slight increase in 1993, the trend showed a continued decline in the accident rate reaching **6.56 accidents per million vehicle miles in 1999**

Source: City of Lincoln, Public Works, Engineering Services

Indicator: Lincoln, Public Parks, Recreation and Open Space

Information related to this
indicator will be published in
future reports.

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